

restriction, subjugation, and regimentation will be alleviated upon graduation. However, can one logically believe that the system of indoctrination here at the Academy is not a preparation for a career that embodies many of the same qualities? I do not believe so. No one can deny that the Army is a strictly ordered and regimented organization, far more so than most other professional organizations. It is precisely this strict adherence to doctrine that I find personally objectionable. I do not believe that I can perform to the best of my abilities under a system that can tolerate no deviation from a rigidly prescribed pattern.

e. As a young adult male, I am obligated to render military service to my country. It is my intention to do so if called upon. However, there is a great degree of difference between voluntarily choosing a military career, and serving a legally required obligation. So long as the choice is mine to make freely, I can only choose a civilian occupation.

f. I must emphasize that it is not the purpose of this letter to criticize, condemn, or pass judgment upon the Military Academy or the Army. In the first place, I am not qualified to do so. Secondly, the Academy has proven over the years that it is quite capable of fulfilling its mission—that is, capable of producing superior officers. The point in question is whether or not I desire the Academy to mold me into such an officer. Just as some people are not psychologically prepared to become doctors or lawyers, others are not so prepared to become career officers. This, of course, casts no doubts upon the merits of these professions. I am simply saying that I am not the type of person who could or would best serve the Army from a professional point of view. I feel it is both in the Army's and my own best interests that I resign now, and begin the pursuit of another profession.

3. Since the date of my entrance, my treatment as a cadet has been without discrimination and similar to that given all my classmates.

4. I am 20 years of age. My parents' consent to my resignation is attached hereto.

5. I understand that upon acceptance of my resignation I will be transferred to the Army Reserve in an appropriate enlisted grade and, that I may be ordered to active duty for not more than four years.

6. I agree to liquidate any indebtedness to the Treasurer, U.S. Military Academy, as soon as possible after my account is settled and final statement rendered.

7. The provisions of paragraph 35d, AR 601-100 have been brought to my attention. I am aware of the fact that notwithstanding any other provision of law, no person who was a cadet at the United States Military, Naval, or Air Force Academies may be originally appointed in a commissioned grade in the Regular Army before the date on which his classmates at that Academy are graduated and appointed as officers. In addition, no person who was a cadet at, but did not graduate from, an Academy may be credited, upon appointment as a commissioned officer in the Regular Army, with longer service than that credited to any member of his class at that Academy whose service in the Army has been continuous since graduation.

#### READERS BITE ON TONGUE-IN-CHEEK ARTICLE

Mr. HAYDEN. Mr. President, a column by Russell Baker, in the New York Times of August 10, 1967, apparently has misled some readers. With tongue-in-cheek, Mr. Baker alleges that H. Rap Brown is an unknown outside agitator on the payroll of the Senate Committee on Appropriations and that Stokely Carmichael was invented 3 years ago by my commit-

tee. Farfetched as this attempt at humor is, it must be made clear that these individuals are not now, nor have they ever been, on the payroll of the Senate Committee on Appropriations.

I ask unanimous consent that the column be printed in the Record at this point.

There being no objection, the article was ordered to be printed in the Record, as follows:

[From the New York Times, Aug. 10, 1967]

RAP BROWN, A CONGRESSMEN'S FRIEND IN NEED  
(By Russell Baker)

WASHINGTON, August 9.—Many persons have been infuriated this summer by the demagogic virtuosity of H. Rap Brown, but very few know "Brown's" true identity. His real name is John Green and he is an undercover outside agitator on the payroll of the Senate Appropriations Committee.

His assignment is to help Congress find inexpensive solutions to the nation's racial problem. When racial animosity threatens to erupt at a given location, Green—or "Rap Brown," to use his undercover name—hurries to the scene, delivers inflammatory harangues and in other unsavory ways seeks to make himself highly visible.

#### HOW IT'S DONE

In this way, Brown helps Congress to save billions. A Senate aide who insists on anonymity explains.

"If riots break out, Congress naturally has to investigate the cause and produce solutions to eliminate it. Some of these solutions can get pretty expensive. If you can discover that the riots are caused by outside agitators, however, you can let the taxpayer off cheap with a bill to provide prison accommodations for any agitators caught crossing state lines."

Thus, as an undercover outside agitator, Green performs an important financial service for the "white power structure" for which, in his identity as "Brown," he is forced to profess violent distaste.

#### LAUNCHED IN COMMITTEE

The idea for a Congressional corps of undercover outside agitators originated three years ago when the Appropriations Committee invented "Stokely Carmichael."

"Carmichael"—his real name is Peter Mulligan—was an ambitious young lawyer with a theatrical taste for rhetoric and undercover work which was not satisfied by the humdrum of his chores on the Senate staff.

At that time the civil-rights movement had begun to generate such popularity that Congress foresaw it might soon be required to support public promises with large outlays of cash.

To forestall this possibility—after all, the United States could rebuild its cities or it could unbuild Vietnam, but it could scarcely be expected to do both without affecting the economy—Mulligan was sent forth as "Stokely Carmichael" to reduce public support for the civil-rights movement.

It is said that "Black Power!", his slogan which so successfully cooled the egitarian ardor of white liberals, was actually the inspiration of Senator Eastland of Mississippi. In any case, it helped Congress avoid some rather heavy expenditures, and incidentally generated a good deal of New York sympathy for the Mississippi way of life.

When Mulligan tired of the thankless role of undercover outside agitator and expressed a yearning to see that world, he was taken on by the C.I.A., with the stipulation that he maintain his "Carmichael" cover. He was last heard from in Cuba.

Congressmen are naturally reluctant to say how many other undercover outside agitators they have in the field, ready to provide them with quick low-budget solutions should social breakdown continue. And, of course, as

more sensitive Congressmen remind us, the use of undercover agitators is not dictated solely by stinginess.

"The fact is," one such Congressman explained, "some problems are so difficult that we can't do much about them, no matter how much we have to spend. Still, the public expects us to come up with answers. As long as we have a few 'Rap Browns' working for us we can be certain of having an answer when the public wants it."

#### TO CREATE AN ILLUSION

The Congressman's need to create the illusion of being at grips with great issues which are, in fact, beyond him extends to fields other than race. It maintains a large cadre of undercover peace agitators, for example.

These are the agents who conducted the now infamous flag burnings this year for the House of Representatives, which was then sorely frustrated by its inability to come to grips with the Vietnam issue.

With the speed of a Warner Brothers cavalry, the House galloped to defense of the flag by voting to imprison its desecrators. Thus its undercover agitators help it to deal with crisis abroad and at home, and "Rap Browns" save the day.

#### RELIEF OF CONGESTION AT NATIONAL AIRPORT

Mr. SPONG. Mr. President, last week I called attention to an editorial published in the Washington Post regarding the current efforts by the Civil Aeronautics Board to relieve congestion at National Airport.

Today the Post commented editorially on that subject again. I ask unanimous consent that the editorial, entitled "Dulles, Not National," be printed in the Record.

There being no objection, the editorial was ordered to be printed in the Record, as follows:

#### DULLES, NOT NATIONAL

The proposal put forward by Trans-World Airlines for reducing the congestion at National Airport is one that the CAB should explore in depth. TWA suggests that each airline be required to assign to Dulles or Friendship 25 per cent of its flights involving cities less than 225 miles away, 50 per cent of the flights of 225 to 450 miles, 66⅔ per cent of flights of 450 to 900 miles, and all flights of more than 900 miles.

The idea has the advantage of forcing from National some of the feeder traffic from small cities, particularly in the South, as well as some of the longer flights. It also has the advantage of mollifying some Congressmen who are more worried about retaining the use of National for themselves and their constituents than they are about solving the problems of congestion, noise and pollution that National creates.

But the proposal is only a temporary solution. The growth of air traffic is so great that, although TWA's formula would move 22 per cent of the present operations out of National, the airport would be just as crowded in less than three years as it is now. In that time, TWA assumes, National will be rebuilt so it can handle more passengers.

The details of the plan, unfortunately, are designed to appeal primarily to the Congressmen who have complained the most. For example, it would move out of National none of the nonstop flights serving Atlanta and only about a third of those serving Chicago while moving about half of those to and from Boston. The complaining Congressmen, of course, are those who fly regularly from Chicago and Atlanta.

The simple fact is that Dulles, not National, ought to be this city's major airport. It will become that in time. Its passenger